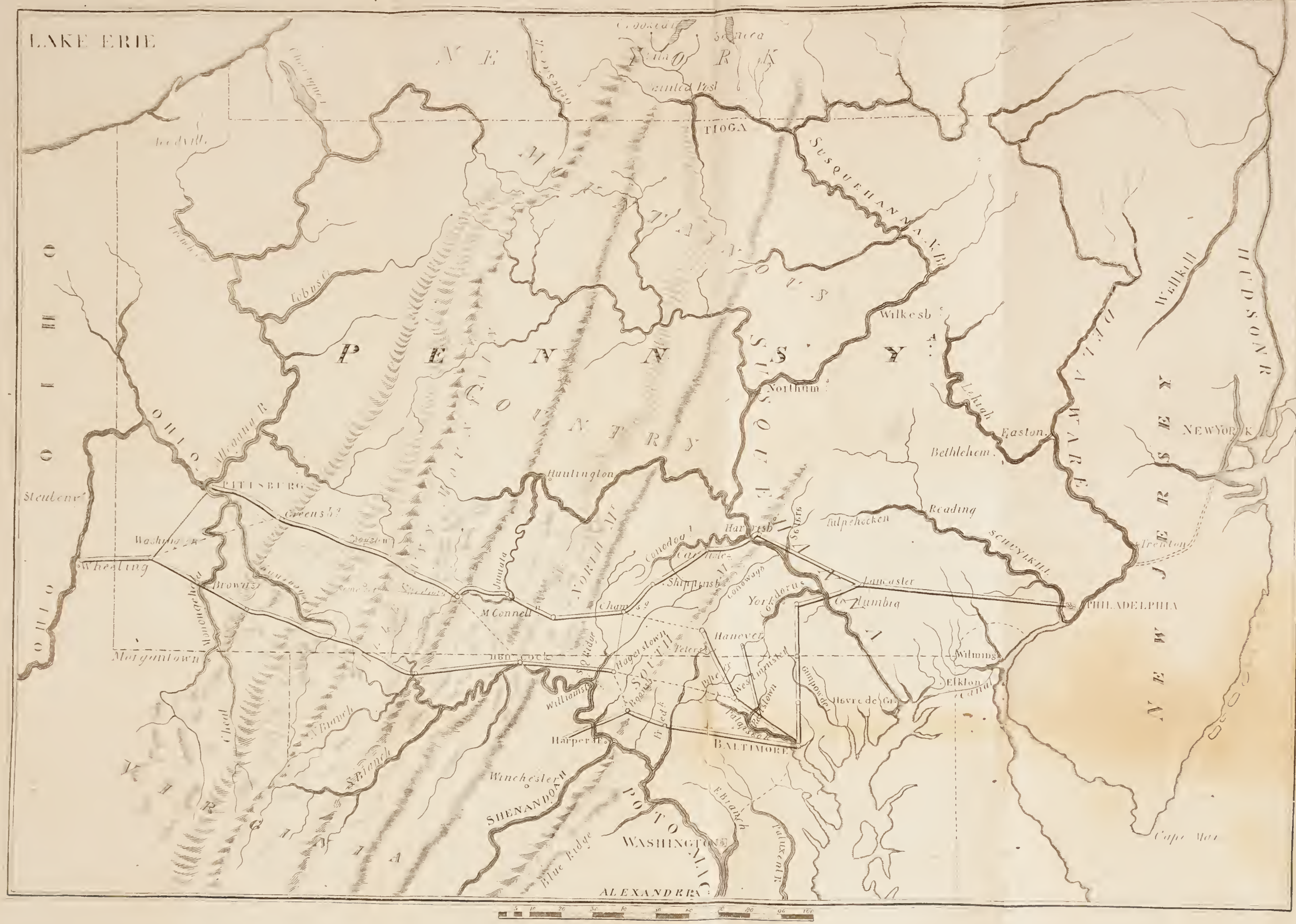
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REMARKS

ON THE

INTERCOURSE OF BALTIMORE

WITH THE

WESTERN COUNTRY.

By Wm Hollins

With a View

OF THE COMMUNICATIONS PROPOSED BETWEEN THE

ATLANTIC AND THE WESTERN STATES.

BALTIMORE:

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1818.

PREFACE.

The Legislature of Maryland at their last Session passed a resolution, requesting the Governour and Council to call on different Road Companies for information, and "to present to the next General Assembly a full "view of the state and progress of the said roads, and "particularly the Bank Road, with such suggestions as "may appear to them useful for the consideration of the "Legislature, in promoting these desirable improve-"ments.—"

In the allotment of business, the particular duty of procuring the information called for, devolved on the author of the following remarks.—In the execution of this duty, many facts and considerations presented themselves, which it was soon found could not be embodied in a report to the legislature.—As they intimately concern the people of a great part of the State, and particularly the citizens of Baltimore, it has been thought advisable to publish them, with a view of endeavouring to direct the publick attention to a subject which is all-important. If the author has in any manner made out his case, there surely are the most powerful motives for Baltimore to make an exertion; nor is it one which demands large sums of money or investments.—It is a call for industry and attention, and a careful improvement of the means she has now in her power. Her object should be not

merely to make a road to the Western Country, but a Great Highway, constructed in the most permanent manner, and kept in such order that its temptations will induce travellers entirely to abandon the other Routes, none of which in point of fact are so short or so convenient. If she does this, she sinks the roots of her prosperity deep in the soil of the country, and must continue to flourish, as she has hitherto grown, with almost unexampled force.—If she neglects it, the grass will ere long grow in some of her streets, now the seat of an active and lucrative business.

BALTIMORE, December, 1818.

REMARKS

ON THE

INTERCOURSE

WITH THE

WESTERN COUNTRY.

THE great range of mountains which stretch from the confines of Georgia to New-York, and are known to geographers by the name of the Alleghany Mountains, or the Alleghany Ridge, form, it is well known, the two great divisions of the *Eastern* or Atlantick and the *Western* Country. Forming as it were, the backbone of the United States, they rise to an elevation of 3000 to 4000 feet above the level of the ocean—and catching with their woody summits the clouds and moisture of the atmosphere, the majestick rivers to which they give birth, flow according to their sources, either eastwardly to the Atlantick, or westwardly, to make the long journey through the valley of the Ohio and the Mississippi, to the Gulph of Mexico. The positions of the mountains composing this range, are to be traced on any good map of the United States; nor can the subject of the following pages be rightly apprehended, without a general idea of the geography of the country.

In Virginia, Maryland, and Pennsylvania, a separate range of mountains, generally compact and uniform, and which the early settlers called, from the appearance of their distant tops, *the Blue Mountains*, run in a direction parallel with the Alleghany, but at a distance of from 20 to 30 miles. The valley which lies west of the Blue Ridge, exceedingly rich, healthy, and fertile, was already settled at the time of our Revolution, and the towns of Winchester, Hager's-town, and Carlisle, began to assume importance. After the peace of 1783, the location of the military grants, and the captivating stories of the beauty and amazing fertility of the country, produced a great emigration to the west of the Alleghany Mountains, to the fertile counties washed by the waters of the Ohio; but, the still formidable power of the Indian tribes, the defeat of St. Clair, and the refusal of the right of deposite at New-Orleans, were occasional disadvantages to a quiet settlement—Still, however, the current was too strong to be checked; the settlement of the western country went on rapidly; and, when at last, the purchase of Louisiana, and the subjugation or pacification of the Indians left no remaining obstacle, its increase was so rapid, as to outstrip all calculations, but those of romance.

From the early date of Philadelphia, the settlements made by an industrious people around it, and its early importance as a capital, the trade of the Carlisle valley, west of the Blue Ridge, at first naturally went to that city. The improvements in the interior, her roads and bridges, were admired long before they were imitated by her neighbours. A principal road was very early made from the settlements near Carlisle and Chambersburg, which crossed the Alleghany mountains and led to Pittsburg. The situation of Pittsburg at the very head of the Ohio, with every advantage, powerfully aided the general state of things, which all contributed to throw the intercourse of these new countries solely into the arms of Philadelphia. The operation of this trade, the wealth it has produced, may be seen in the present greatness of that city.

Situated at the head of one of the finest bays in the world, on the shores of which a great quantity of wheat and tobacco were annually raised—Baltimore began soon to assume importance. The state of the world was for 20 years most favourable to her prosperity—The wars of Europe created a great demand for her products; the West-India islands were to be fed from the United States; the carrying trade was pursued to most advantage in small and swift sailing vessels, in the construction of which, the mechanicks of the Chesapeake particularly excelled; the position of her city gradually began to draw to her the produce of the fertile districts lying on each side of the Blue Ridge; and the enterprise and intelligence of her merchants seizing these advantages, raised Baltimore in less than an ordinary life-time from an obscure hamlet, to a great and wealthy city of upwards of 60,000 souls.

As soon as the advantages of the intercourse with the Blue Ridge country were perceived, and men had amassed sufficient capital to enable them to spare a part, the publick spirit of Baltimore induced them to construct solid and permanent roads, leading in every direction to the country whose commerce they wished to secure. It would be superfluous to enlarge upon the benefits which these roads have conferred upon the city; a view of its rapid progress at every point where they meet the town is abundant evidence. It may be allowed, however, to pay a just tribute to the publick spirit and motives of those who constructed the Frederick, Reister's-town, and York turnpikes, which have ever since their construction been open sluices, pouring in silently their streams of fertility to Baltimore—and, to regret, that the same spirit, as if wearied with the exertion, appears now to be in a state of repose.

Satisfied as it were with these exertions, the people of Baltimore have busied themselves in other projects, and contented with the enjoyment of that share of the commerce of the interiour which they possess, they have rather looked over the ocean to other parts of the world to open new sources of gain. But,

though their vessels range in every clime, and their commercial views embrace every quarter of the globe, they are yet far from possessing a just idea of the immense importance of the nations growing up rapidly in the west, and the intimate connexion which nature has permitted the city of Baltimore to enjoy with that great country, provided she will take the pains to acquire and secure it.

The natural effect of the settlements on the Ohio being made by Pennsylvania, was to retain for some time, the principal, if not the whole intercourse of those settlements within that state. The flourishing towns, rich farms, and populous appearance of the country along the main road from Philadelphia to Pittsburg, sufficiently mark it as a well established channel of a profitable trade. Sensible of the importance of this intercourse, the Legislature of Pennsylvania have encouraged by pecuniary subscriptions, every measure which should render it more easy and commodious. Turnpikes have been extended gradually from Philadelphia, to the foot of the Alleghany, bridges erected over the Susquehannah, and other rivers; and they looked forward to the slow but certain completion of the whole line of communication from Philadelphia, the *eastern*, to Pittsburg, the *western* capital of the state.

In this manner Pennsylvania was quietly proceeding, when on a sudden, she has been aroused by the appearance of two sources of evil, which had not been anticipated, and which promise to destroy her fairest prospects. These are the introduction of steam-boats for the navigation of the Mississippi and Ohio, and the near completion of the National Turnpike, constructed from Cumberland on the Potomack, to Wheeling on the Ohio. On the first, we will by and by take occasion to make some observations; on the latter, we may remark with regret, that its importance to Maryland, appears even at the present moment to be better understood and appreciated in Pennsylvania by the commercial rivals of Baltimore, than among ourselves. The apprehension of loss may be more sharp-sighted than the desire of gain; but, it becomes us surely, to make up for loss of time, by increased diligence and spirit, when we put ourselves in action.—It is with a view of exciting the proper spirit of inquiry in the publick mind, and of calling abler and better hands to the work, that these observations are submitted.

The penetrating mind of Washington, who seemed gifted above all other men with the talent of discerning truth, through all time and under any circumstances, early pointed out as a circumstance of the greatest importance to his country, the free and easy communication over the Alleghany mountains. The first publick act of his life, was a perilous journey to the head waters of the Alleghany river: and the first publick document which he addressed in the nineteenth year of his age to the Governour of Virginia, points out the importance of taking possession of the

forks of the Monongahela and Alleghany rivers, the very spot on which Pittsburg now stands, and on which there was not at that time even an Indian cabin—Nor did he rest, until this was captured from the French, and finally secured by the erection of a fort in the year 1757. To the close of his life, the concern he took in the improvement of the navigation of the Potomack, and the different plans for uniting its head waters with the waters of the Ohio, is known to the whole country. It is believed, that his opinion remained unchanged, that eventually the principal communication with the Western country, would be by passing the Alleghany somewhere in the neighbourhood of the upper branches of the Potomack.

Perhaps it was very much owing to the turn given to publick opinion by this illustrious man, that when provision was made by act of Congress, for the admission of the North Western Territory into the Union, a stipulation was made, that 2 per cent. on the sales of publick lands should be reserved as a fund, to be applied to the construction of roads leading to the states which should be formed out of that territory,—and, when afterwards, Congress instead of waiting the tedious operation of that fund, determined to advance the money and make a great road, it was agreed, probably from the same causes, that the location should commence at Cumberland; a location in all respects judicious, and as it regards the states who were eventually to furnish the money, eminently just.

It was particularly fortunate that the location of this road was established at that time. The influence of President Jefferson with Congress gave an authority to the measure, which it could not have had from any of his successors. Its consequences were too remotely perceived to become the causes of great opposition. But they are now seen in their full extent. The half-measures of Pennsylvania, betrayed in the stipulation that it should pass through Union-town and Washington, have been followed up by bolder and more direct hostility. A gentleman of distinguished talents has been selected from the Pittsburg bar, and sent to Congress, as is generally believed, to oppose its completion; and his re-election a few weeks since, though opposed by a political and professional rival, manifests a spirit which will justify a recent observation of one of the most distinguished men in that state, "*that if the road were now to be made, Pennsylvania would utterly refuse to let it pass through any part of her territory.*"

During a recent journey to that part of the country, I was struck with the interest which this National Turnpike excited. For a long time, while the work was struggling through the recesses and lost in the wildernesses of the mountain, it escaped in a great measure the publick notice—But having subdued the hills, and conquered the streams by noble bridges, the workmen last summer emerged from the forests, and descending the Lau-

rel Hill, the most western mountain in their route, they have halted at Union-town, in the great valley of the Monongahela. The great work of vanquishing the Alleghany is accomplished; and if Napoleon could say when he finished the roads of Simplon and Mont Cenis, "Les Alpes n'existent plus," we may say to our western brethren, "the Alleghany is broken down, it is no longer a barrier between us."

This impression, prevalent throughout that country has excited very great attention. A general movement has already commenced which will break up and change the present channels of intercourse; fixing them finally in those positions deemed most advantageous, or where the western people may be most freely received and find it their best interest to remain.

Aware of this circumstance, Pennsylvania has begun to make every exertion to preserve the western trade, and keep it in its old channel. The Legislature have assisted by very liberal subscriptions the turnpike roads now making to Pittsburg, and on the mountains which presented the worst obstacles, they are already completed. An endeavour will be made this winter, to do away the advantage which the National Road enjoys of being *toll free*, by purchasing the whole road west from Chambersburg, and declaring it *free;* or if that cannot be done, to release the shares owned and already paid for by the state, on condition that broad wheel waggons shall not be subject to any toll.

In this state of things, when the people of the west from their mountain tops are looking eastwardly to fix their final destination, when the rivalry of Baltimore is admitted by every writer in Pennsylvania, to be dangerous in the extreme—what are the enterprising people of Baltimore doing? With their arms folded, they appear content to be spectators of a struggle which involves their dearest interests, and on the issue of which the prosperity (I will not say the existence) of their city depends. To chance or jealous rivals, they leave the fostering of those means which nature and fortune have put before them as the foundations of greatness. They seek to amuse the eye with vain embellishments of their domicil; and are unwilling to lift their view to the Alleghany, where they may blend the grand scenes of nature with the prospective wealth and greatness of their city, of themselves and of their children.

The Legislature, it is true, when they renewed the charters of the banks in 1814, imposed it upon them as a condition, that they should make a turnpike road from the Conogocheague Creek to Cumberland. The banks are chiefly in Baltimore—the money furnished from thence—and the fear of losing their charters, is a sufficient security that the road will be made. But the manner of doing it, took away the graciousness of the favour. By imposing it as a bonus, they tempted the banks to make it as cheaply as possible (and of course as indifferent); they retained no super-

vision, they gave it no privileges, nor aided it with any funds. The interest of the banks, as such, was opposite to the interests of the publick. If the result has not been such as might be expected, it is because the deep stake which Baltimore has in the road is so evident, that the directors would have committed a sort of *felo de se*, to have neglected the interests of the publick.

Further than the concern which Baltimore has in the bank road, there seems to be a total indifference to the subject. To excite some attention to it, and to shew the very great and important concern which the city has at stake--the causes which will put her existence in jeopardy, and the vast advantages on the other hand, within her grasp, we will examine the subject somewhat in detail--It is with a single view to the interests of the state and city that these pages are written; nor does the nature of the subject admit of the vanity of authorship. As the matter admits of several divisions, each of which is capable of standing alone, we have arranged it under the following propositions, in order to have a view of the whole; each will be afterwards separately treated, in order that every part may be examined, every fallacy detected, every overcharge corrected, and the whole ground of every conclusion exposed to the severest scrutiny.

The skeleton of our argument is then contained in the following propositions:

1st. The great high road between the Atlantick and the Western States, ought naturally to be from Baltimore, towards Brownsville and Wheeling.

2nd. This great road is now lying in parts nearly completed, and requires only that the fragments should be united, and the whole carefully improved and kept in order.

3rd. As a matter of great interest to Maryland, this road should be considered as a great measure of state improvement, and fostered by the application of some indirect tax, or particular fund to it. To attain this properly, it ought to become state property.

4th. On this route, heavy waggons for the regular transport of goods and merchandise, stages and post-coaches of the best sort should be established; and every possible facility and accommodation given to travellers.

5th. The consequence of these measures would be, that almost every traveller crossing the mountains would come to Baltimore. All foreign goods would begin their inland transportation at Baltimore.

6th. Admitting, (merely for sake of the argument) that the land carriage of merchandise over the mountains is abandoned, there must still be a direct communication with the Atlantick and Europe, embracing the operations of exchange,

banking, drafts, and paper negociations in its different forms. This would pass through Baltimore, where much of it would naturally remain.

7th. But there is every reason to believe, that the land carriage of light goods and merchandise over the mountains would continue, and of all those various articles in which quickness of transport is an object.

8th. Even the heavy goods can be transported from Baltimore to the Ohio, at little more than half the price at which they were brought last summer from New-Orleans to Louisville ;—and, though the latter may become still lower, yet from the expense of steam-boats, the additional insurance from dangers of the boat and the river, delay, &c. it is not probable that it can be reduced much below the transportation price, if any.

9th. The routes proposed in other states do not present equal facilities, and therefore cannot support a competition with this road. The canals, yet in a nascent state, have a doubtful prospect of being completed. If they are completed, they may be intersected by water communications, and their advantages turned to Baltimore.

10th. However unfavourable the present state of the country to undertaking expensive canals, they ought not to be lost sight of. Their place in a regular system of improvement should be fixed ; and preparation made to embrace the first favourable opportunity of constructing these arteries of domestick commerce.

11th. These are some of the capacities of improvement of which the internal trade of Baltimore is susceptible—Time may open other objects ; but, they must be arranged under one of these heads, viz.—A great road leading directly over the mountains—and the navigation of the Susquehanna and Potomack.

The self-evident interest of Baltimore is then to keep a steady eye upon these objects, and grasp them firmly whenever occasion offers.

And first, the road should be immediately and carefully completed. The work is easy—difficulties trifling—cost inconsiderable—opportunity inviting, and the certain advantages immense. No one can visit the country of the west—no one can give his attention to the subject, but must exclaim, " Now—now, indeed, is the appointed time."

We proceed to develop the grounds, and state briefly the facts which support the above propositions.

1*st Proposition.* A glance at the map is abundantly sufficient to shew how much nearer to the Ohio Baltimore is placed than any other Atlantick seaport—with the exception of Georgetown,

which is about the same distance, but which labours under the disadvantage of a difficult river navigation to the Chesapeake. The inspection of the map is so satisfactory on this point, that we proceed to the details of the route from Baltimore, by which it will appear that only 10 miles of turnpike on one route, or 20 miles on another, (which shortens the whole distance,) remain to be provided for. By making 20 miles of turnpike instead of 10, we shorten the whole distance upwards of 4 miles; which is preferred for the present estimates. We take the Frederick road, because it is actually finished across the Blue Ridge, and is probably as near as any road which could be made, for reasons which will appear hereafter. Where they could be had, the official returns of the surveys have furnished the distances:

	Miles.	*Perch.*
From Baltimore to Boonsborough, in the valley west of the Blue Ridge—turnpike completed—every river bridged	60	
From Boonsborough to Stone Quarry Ridge, (through Hager's-town, 24 miles 235 perches—Do. do. through Williamsport, 20 miles—Say the latter) This is the only gap unprovided for—at S. Q. R. we intersect the road making by the banks	20	
From Stone Quarry Ridge to Hancock—Bank turnpike	11	240
From Hancock to Cumberland—Bank turnpike—by Pratt's	38	47½
From Cumberland, National Road completed to Union-town, with superb bridges over the Youghiogeny	59	2
From Union to Brown's-ville—National Road to be continued, but only 2 miles contracted for—present distance 12 miles, but will be shortened at least 1½ miles (Distance to good navigation 199 m. 129½ per.)	10	160
From Brown's-ville it is 55 miles of good boat navigation to Pittsburg—Generally, when there is water at Pittsburg to go down the Ohio, there is water enough to go from Brown's-ville—Goods from Baltimore to Pittsburg, are always put in boats at Brown's-ville—price 25 cts. per cwt.—The road by land 35 miles, is very bad.		
From Brown's-ville to Washington—National Road, not yet made—present distance 24 miles, but will be reduced at least 2½ miles	21	160
From Washington to Wheeling, whole distance contracted for, and now making	31	130
Whole distance from Baltimore to Wheeling,	252	99½

In the year 1734, the Ohio Company wishing to push their fur trade with the Indians, engaged Col. Cresap to explore for them a route over the Alleghany mountains. Cresap employed an Indian, a veteran hunter and warrior, of a tribe who dwelt at the forks of Youghiogeny, who marked with his tomahawk a path which Cresap cut out and made passable for pack horses, and this it is believed, was the first road which crossed the Alleghany. It was afterwards widened and improved by the Virginians under Washington, in 1752. Braddock made his army work on it, and by the delay lost not only the certain victory, but his army and life. Gen. Forbes after endeavouring in vain to open a better, at last passed by this road and captured Fort Duquesne (now Pittsburg); and finally, the commissioners appointed by Mr. Jefferson to locate the National Turnpike, found they could do no better than follow generally this direction first traced by the sagacious Indian.

The points of this road are well situated for a general communication. From *Baltimore* (which is 4 or 5 hours ride from the seat of the general government) there are stages, steam-boats, and packets, every day to the northward, eastward, and southward; the steam-boats to Norfolk and Richmond, (to which will probably be added in a few years an interiour communication, principally by steam-boats to Charleston and Savannah,) and it is freely open to the sea. At *Brown's ville*, is the nearest approximation of the boatable western waters to the tide of the Atlantick. *Wheeling* is the place where the great road to Ohio, Kentucky, Indiana, Illinois, and the still unsettled countries of the Northern Mississippi and Missouri crosses the river Ohio.—Some previous arrangements are here made to erect a bridge over this proud stream; with what success it is impossible to predict, as there is reason to fear that the "beautiful river" may continue justly to claim that fine epithet unworthily bestowed by Virgil upon the Araxes.

"Indomitique Dahæ, et *pontem indignatus Araxes.*"

2d. Prop. A reference to the road bill given above will shew, that there is but one gap or break in the road, for the making of which there is no provision. This gap must be filled up before we can receive the full benefit of the road; and from this will spring up the greatest dangers which can await our proposed communication with the West. It has been proposed to make a turnpike from the Reister's-town road at Westminster, to pass the Blue Ridge at Harman's Gap, and thence to Hager's-town. It will be a revival of the question of the William's-port or the Hager's-town location of the bank road, with all its passions. The distractions in the publick mind caused by the hostile statements of facts by the interested advocates of these two communications, will probably do much to injure the great interests of

Baltimore. The sums expended by the Frederick and Reister's-town Companies, each above 600,000 dollars, awaken the zeal and activity of interested partisans, and the publick spirit which belongs equally to both companies, will create a diversion and contradiction in the publick mind, of the effects of which we have the most melancholy apprehensions. The great object of Baltimore is to take the *nearest practicable route to the Western Country*, and the subject should be considered with this view alone. Let us hope that publick opinion will raise itself above the clamour of self-interest—that means will be taken to ascertain by disinterested persons, what is the truth of the facts stated by the parties; and that the judgment of the publick will be deliberate, temperate, and enlightened.

3rd. Prop. The system under which our turnpike roads are made, though perhaps no other could have been carried through at the time, is nevertheless liable to some objections. It seems natural that a road for publick utility should be made by the publick—who will be interested in keeping it in good order. When it is made by stockholders, as is the general practice with us, the goodness of the road is a secondary object—the first, is the interest they get for their money. Hence, the publick frequently pay tolls on a wretched road; while the stockholders continue to make dividends; and the smaller the dividends, the less they think they can afford to lay out on the improvement of the road. It is easier to discover this evil than to cure it.—An appropriation to a road is so directly local and sectional, that it will ever be a matter of the greatest difficulty in a government purely popular. It needs however very little to shew, that the state of Maryland is intimately concerned in making, if possible, her waters, her ports, and her roads, the great doors of entry to the immense regions of the interiour. Her very boundaries along both shores of the Chesapeake, narrowing as they go west, appear to have been selected, in order that no local conflicting interest should distract her attention from this object. Georgetown, formerly the object of her cares, is now cut off and lost to her. The wealth of Georgetown gives nothing to Maryland; in times of emergency she can look to Georgetown for nothing; the prosperity of Georgetown is that of the stranger, and her contributions go into foreign coffers. The state of Maryland must look to another capital—she must foster another source of strength and wealth; or linger in debility in the outskirts of her neighbour's improvements.

It is not necessary here to enter into the precise plan which should be followed in the event of these ideas being adopted.—There is no doubt but that a purchase of the whole road, or of any part of it might be made on very advantageous terms—The peculiar advantage of its being state property is, that it then could be made the subject of local regulation; could receive any appro-

priation of funds; and beside the income from tolls, a fund arising from some indirect tax, such as the income derived from the tax on banks, or any similar revenue might be assigned to it—Thus it would produce an interest to the state, continually increasing as the appropriation became larger and the road better and more travelled, and the mutual reaction of these causes be a general gain little short of the calculations of compound interest. There are no taxes which people pay with cheerfulness, unless it be an indirect tax whose appropriation is visible to their eyes, and whose benefits are directly felt in their pockets. And is it not fair and just in the nature of things, that a share of the revenue raised in Baltimore, should be expended on a great state artery, which nourishes her commerce, and fertilises every part of the state which it touches?

4th Prop. It requires very few words to satisfy us of the utility of an establishment for the transportation of goods. The uncertainty of the common mode of procuring wagons, the fluctuation of their prices, and irresponsibility, are things that it would be very desirable to remedy; but the great benefit would arise from the reduction in price of freight. This is a pivot on which the question turns of the share of the western trade which Baltimore may continue to enjoy. It becomes therefore of the highest importance to attend to it, and to reduce it to the lowest terms possible, even disregarding a saving profit. What those terms are, we shall presently examine. For the same reasons, every inducement should be offered to collect the scattered travelling which now crosses the mountains in various directions, and fix it at once on this route. The stages established a few months ago have been, contrary to the expectations of their owners, already profitable; and persons from New-York intending to descend the Ohio, have this fall come on to Baltimore, and taken the route to Wheeling. The western roads are said to be impassable in the winter for a stage-coach; and until there is a continuous line of paved road, there will be no security that they will not be stopped. We should endeavour to further its completion therefore in every way.

5th Prop. The consequences of these measures are self-evident; and the stream of communication which would settle in this channel, would fertilise every part of the soil it touched, perhaps for generations to come. The emerging of the National Road, from the gloom of the forest to the broad daylight of the settlements, has awakened a very general attention in the minds of the western people; and they are standing as it were on tiptoe, looking over the mountains, and as yet

> "———Uncertain, where to chuse
> "Their place of rest."

Let us be the first to greet and fix them.

6th Prop. In the case (admitted merely for argument) that the transport of merchandise over the mountains is abandoned, there will still be great sources of prosperity in the direct communication. Travellers will of course take this route. The infinitely varied relations between the nations growing up in that quarter, and the people of the Atlantick states, of Europe, indeed of the world—will support any city which shall possess them. The produce of those countries being shipped from New-Orleans, there will be some port more convenient for intelligence, and whose communications are more expeditious, through which returns will be made, and which will naturally become their banking-house. It is impossible indeed, to enumerate the various forms of communication, between the western people, (rapidly becoming a great nation of themselves) and those of the Atlantick. We can only hint at the general course of some operations; but it is certain that the intercourse will be very great, and as certain that the *shortest* and *best communication* will be preferred.

7th Prop. The western people have begun to manufacture for themselves the coarser articles. We cannot speak with absolute certainty of their future wants; but it is more than probable they will demand rather the luxuries of other countries, than articles of the first necessity. Should the heavy groceries, sugar and coffee take, what appears to be their *geographical channel*, from the West-Indies and New-Orleans up the Mississippi, still it does not appear that the difference of freight would make it an object to import the *light goods* through that channel.

The expense of transporting an article is measured by a comparison of the *price of transport* with the *value of the article.* A box of jewelry, which could be sent in perfect safety by land, would not be trusted to the seas; for the price of its transport by land, would be less than its insurance against sea-risk. To give some general idea of the *rate per centum on their value*, at which goods could be transported from Baltimore to Brown's-ville or to Wheeling, the following items are presented. The transport is supposed to be reduced to 2 dollars per cwt. to Brown's-ville, and $2\frac{1}{2}$ dollars to Wheeling; and the articles are chiefly of coarse quality and low price, in order to avoid all chance of exaggeration:—A pair of rose blankets, it will be seen, which cost five and a half dollars a pair will be carried to Brown's ville for eleven cents; a yard of cloth which cost two dollars and a quarter, for two cents and a half—and so on with the other articles. The hardware is estimated from the weight and value of *several assortments* actually selected by a Western trader for that market.—

	To Brown's-ville. $	Cts.	To Wheeling. $	Cts.
Bale of common blankets—160, at $1 75, wt. 392 lbs.—value $280—transport, per $100	2	50	3	12
Bale of rose blankets—60 pair, at $5 50 per pair—weight 374 lbs.—transport, per $100	2	00	2	50
Bale of cloths—360 yards, at $2 25 per yd. wt. 504 lbs.—transport, per $100	1	10	1	38
Bale of flannels—wt. 352 lbs.—value, $630—transport, per $100	0	98	1	22
Do. Cassimere—wt. 322 lbs.—value $667½	0	86	1	7
Trunk of calico—wt. 160 lbs.—value $400—per $100	0	82	1	00
Trunk of muslins—wt. 150 lbs—value $600—per $100	0	56	0	70
Hardware, exclusive of *heavy goods*, per $100	2	14	2	67
Hardware, including *heavy goods*, per $100	3	57	4	46

It appears from the above, that the transport of dry goods would cost from one-half per cent. to 2½ per cent. on their value; hardware 2 or 2¼ *exclusive*, and 3½ per cent. *inclusive* of *heavy* articles. The same calculations may be made with respect to India goods, teas, linens, British, Irish, German, and French goods, wares of the precious metals, &c. &c. The result will shew that the cost of transport bears a small proportion to the value of the articles; the trader therefore will probably rather prefer to receive these directly over the mountains, than by the tedious and circuitous route of New Orleans. But the additional insurance in the Gulf of Mexico, and that in the river against accidents of the boat and dangers of the river, amount to something. In fact if our information be correct, that the risk down the river is estimated at 2½ to 5 per cent, the risk up must be considerable. If therefore the price of inland transportation can be reduced to any thing near the results of our table, viz. an average of 1½ per cent. on the value of dry goods; from 2 to 3½ per cent. on hardware, and so on upon all merchandise transported, (the finer and more valuable the goods, *the less per cent.* the cost of transport,) there will be little doubt of the supply continuing to go from the Atlantick cities. It is therefore fairly presumable, that the *7th Prop.* is true; that its deductions are not sanguine or too hastily drawn; and that all light and valuable commodities at least will be carried to the western country by land.

8th Prop. But we come now to inquire, what will be the cost of transporting goods from Baltimore to Brown's-ville and Wheeling *on a good turnpike road.* On a road not turnpiked, where there is not a secure communication at all seasons, prices are extremely variable. This is now the case on all the roads leading over the mountains. From Baltimore to Pittsburg it has

been this summer from 4½ to 5 dollars per cwt.; and from Philadelphia from 6 to 8 dollars per cwt. without regarding occasional extremes—And here we may remark, that the price from *Pittsburg* to *Philadelphia*, is not more than ⅓ or ½ the price from *Philadelphia* to *Pittsburg*. On examination, however, we discover, that wherever a turnpike road has secured an easy intercourse at all seasons, that the price has gradually found its true place and settled at the point of real value. Thus from Philadelphia to Lancaster, a distance of 62 miles, it may be taken at 50 cents per cwt. To Harrisburg 100 miles, one dollar, and frequently for 75 cents. From Baltimore to Fredericktown, distance 45 miles, about 50 cents.

From these data we might reasonably suppose, that the price (the road being completed) from Baltimore to Brown's-ville, 200 miles would be two dollars; and to Wheeling, 252 miles, about two dollars and a half per cwt. The Transporting Company in Philadelphia calculate, that when the turnpikes to Pittsburg are finished, they will be able to reduce the price to 4 dollars per cwt., and perform the journey to Pittsburg in 8 days. If their calculation be correct (and having been in operation this summer, they must have some experience), the same ratio ought to apply to the Baltimore and Wheeling route; which would bring the price per hundred to Brown's-ville to 2 dollars 66 cts. or to Wheeling 3 dollars 36 cents—And, it is to be remarked, that the advantages of the Baltimore route would probably create a great difference in its favour, viz. that the National Road, embracing the most difficult part of the mountains is toll free, and that it is a far better road than any of those making in Pennsylvania, which are constructed by private subscription, and of course with every attention to economy and the saving of expense.

The difficulties which the Philadelphia company have encountered, have almost entirely been on that part of the road west of Chambersburg; that is to say, in crossing the mountains. They are not yet turnpiked, and though from the great exertion now making, they will probably be soon finished, yet that already done is by no means equal to the National Road. The heavy toll which must be paid on the whole road, to make any dividend, perhaps enters into the calculations of the Philadelphia Company, and induces them to fix their price at four dollars.

In order to form some notion of the expenses of a transporting company, which must govern our calculations as to the minimum price of transporting goods, let us make the following general estimate.

We divide the distance to Brown's-ville into 14 stages, of 14½ miles each. This division could be altered into more convenient stages, if found advisable; we assume it merely for the cal-

culation. A team ought to travel from 18 to 22 miles a day, but we will say only 14½ miles, or one stage. Then to start one wagon daily from Baltimore, and one from Brown's-ville returning, the following estimates would be made:

FIRST COST.

2 teams at each stage—28 teams, 6 horses each—168 horses.

168 horses, at $120	$20,160
25 wagons, at 300	7,500
Expenses not foreseen,	2,340
	$30,000

ANNUAL EXPENSE.

Interest on 30,000 dollars capital, at 6 per cent.	$1,800
Keep of 168 horses, at 40 cents per diem,	24,528
28 drivers, at 20 dollars per month,	6,720
	$33,048

ANNUAL RECEIPT.

60 cwt. taken for 2 dollars, for 300 working days,	$36,000
One-third freight back,	12,000
	$48,000

Leaving a balance of $15,000, after paying interest on the capital—a small part of which would suffice to pay clerks and office hire—the remainder would go to make dividends, which added to the 6 per cent. interest already provided for, would make a very handsome dividend.

The items are put down, in order that every one may make the calculation himself, varying the charges according to his own judgment.

The expense of supporting a team of six horses, including interest on purchase money, driver, waggon, repairs, and *keeping up* the team, is found by the Messrs. Ellicotts, Cheston, &c. who have been for many years in the business of grinding wheat and employing teams, to be about 1200 dollars per annum. We cannot be wrong therefore in taking the experience of these gentlemen, particularly as they are in a city which is expensive.—Their teams are rated to travel 18 or 20 miles a day, but we will say only 14½, as above.

Then 28 teams at $1,200——$33,600 yearly expense.

ANNUAL RECEIPT.

60 cwt. for $2 per cwt. for 300 working days,	$36,000
Return freight, say one-third,	12,000
	$48,000

TO WHEELING.

36 teams at $1,200 - - - - - - - -	$43,200

RECEIPT.

60 cwt for $2½, for 300 working days	$45,000
Return freight, say one-third,	15,000
	$60,000

Leaving in one case a balance of 14,400 dollars, and in the other 16,800 dollars, to pay a few extra expenses, and divide among the proprietors.

These data are thrown together with the view of enabling every one to satisfy himself, that the positions taken are supported by facts, within the knowledge or inquiry of every one. But whatever we may think of them, there is a fact which establishes that the reduction of freight will be at least equal to the estimate given. In the course of the inquiries which he was led to make, the author of these remarks proposed to a person of considerable experience in this way, and who is at present part proprietor of the line of stages from Baltimore to Wheeling, to ascertain the price at which contracts could be made with persons to furnish horses for the regular transportation of goods, &c. At first this gentleman thought it would be higher than is here stated, but upon pursuing the subject further, he came to the following proposal, *which is hereby offered to the publick, viz.* "To contract for the regular carriage of goods from Cumberland to "Union-town, near 60 miles, at the price of 62½ cents per cwt. "if the road continues without any repairs, but if there are any "measures taken to keep the road in repair, he will then undertake "to do it at 50 cents. per cwt.—provided, that he have regular "employment and a return load." This offer, which is made very fairly, and in the hope that it will lead to a permanent establishment, should put an end to all doubt on the subject.

That constant employment would be afforded to an establishment of this sort, there can be very little doubt. During the months which are the *busy months* of the year, contracts could be made for additional teams; and here we have an advantage which the Philadelphians had not. They had to contend with

the ill-will of almost every body on the road; so that their agent has been refused admittance into an inn at night. With us, many persons are anxious for such an establishment, and have given assurances to promote it by all means in their power.

The return load will be easily made up with the productions of the west. Flour sells for 4 and 4½ dollars at Brown's-ville and Washington. Its carriage at $2 per cwt. would be from Brown's-ville 3½ dollars a barrel, bringing its cost in Baltimore from 7½ to 8 dollars; a price which it will always command. But in our estimates of the receipts of the Transporting Company, we have charged only *one-third* price for the return freight, which would be 177 cents freight per barrel; not more than is given from any part of the Blue Ridge valley; and which would *pour the productions of the west into our market.*

Other articles, bacon, tobacco, peltries, &c. would in like manner compose the return load; and most likely bear the cost of transport and give a profit. But if they paid only the expense of the returning teams, (which the wagoners even now find they will do) it would be abundantly sufficient for our purpose.

In the calculations made on the transport of western produce, it must be kept in mind, that if it bear the transport and give a profit at one time, it should continue to do so; for the prices at Baltimore and New-Orleans being regulated by the *foreign demand*, must be proportionate to each other—If the price falls at *one*, it ought to fall at *the other outlet*, and therefore must fall at the place where it is grown or manufactured.

9th Prop. Philadelphia is our rival in the trade by land—She has large capitals vested in it; they are employed by sober, steady, intelligent men, who have been brought up to the business; she has possession of the channels, and will make great exertions to preserve the benefits of the trade. But if we make *equal exertions*, the advantages of our position are such that she cannot stand the competition with us; as Mr. Breck, the most zealous of her writers, (indeed of all writers) expressly admits.

The New-York Canal is the most splendid undertaking in our country. Its length, as laid out, is 353 miles, and it is estimated by the commissioners, that the cost will be $4,881,738. From calculations, however, of other works executed to the Eastward, it is thought that the cost will be more than $7,400,000. If Baltimore could enjoy the greater portion of the western trade until this canal is finished, she would then have capital and wealth enough to undertake something similar.

The great uncertainty of this canal's being ever finished is not the only circumstance against it. If finished, it will be subject to the interruptions of ice in the winter, (which is 6 weeks or 2 months longer in that latitude than with us). The great length of the route to the Ohio, will be a serious objection to it, being

upwards of 750 miles, and requiring frequent loading and unloading. To get from Lake Erie to French Creek, or the Alleghany river, there must be a portage; for on the South shore of the Lake the Land rises to a considerable height, forming a mountain ridge about ten miles or more over, which cannot be canalled—and when arrived at the creek or river it is only when there is a rise of the waters that they are navigable. The saving of one half per cent. or one per cent. on the value of such goods as compose an assortment for the westward, will therefore by no means compensate for the addi ional certain delay, increased risk, and probable loss of the market for the best part of the season.—So long as the trader comes in himself for his goods, he will willingly pay a higher price to get them speedily to their destination; and that route would unquestionably be preferred, by which his goods would be transported to the Ohio, with almost as much speed as he himself could travel.

Pennsylvania, it has been remarked, is about to make great exertions. A book has recently been published by Mr. Breck, of Philadelphia, which d es him honour, and which will doubtless produce (indeed it has already produced) the effect he desires, of arousing publick attention. It is not within the scope of these cursory remarks to touch this subject but for a moment. His argument is, that a communication must be opened from Philadelphia to Pittsburgh and Lake Erie;—by connecting the Alleghany River with the Juniata, or the West branch of the Susquehannah, and by making a Canal to connect the latter with the Schuylkill, by means of the Swatara and Tulpehocken Creek, near Harrisburg and Reading. In this state of things he supposes, that all the trade floating on the Susquehannah would go to Philadelphia; arguing that the river from Columbia to Havre-de-Grace is incapable of being made good navigation.

The different modes of effecting this union of the Susquehannah with the branches of the Alleghany River are marked out in the Map which he has given, and may be traced on any Map of Pennsylvania by the following Table:—

No. I.

	Miles.
From the Delaware to Tulpehocken Creek, .	61
Up Tulpehocken to Canal laid out, . .	37
Canal, ...	4
Down the Quitapahilla Creek to Swatara, .	15
Down the Swatara to Middletown, . .	23
Up Susquehannah to Juniata, . . .	23
Up Juniata to Huntingdon, . . .	86
Up Juniata still to Poplar Run, . .	42
Portage to Little Conemaugh, . .	16
Down Little Conemaugh to Stoney Creek, .	18
Down Main Conemaugh and Kiskemanetta to Alleghany River, . . .	69
Down Alleghany to Pittsburgh, . .	29

No. 2.

	Miles.
Philadelphia to Middletown (as above) .	140
Up Susquehannah to West Branch at Sunbury,	65
Up W. B. to Mouth of Sinnemahoning, .	106
Up Sinnemahoning to the Fork, . .	15
Up West Branch of Sinnemahoning, . .	24
Portage to Toby's Creek, . . .	14
Down Little Toby to Main Toby's Creek, .	10
Down Toby's Creek to Alleghany, . .	70
Down Alleghany to Pittsburgh, . .	74
	518

A difference of opinion we are told exists with respect to the choice of these routes.—A canal can be more easily made across the portage on the latter route, which atones for its being longer. The difficulty of making either of them practicable for navigation, can only be judged of by those acquainted with the country, the streams, quantity of water, and the position of the mountains.

Of the other communications which are proposed by Mr. Breck we have not room to speak. The capacities of the Susquehannah are certainly great and noble—Connected with the Alleghany, she reaches Lake Erie by French Creek or by the Chautauque Lake, and by the Tyoga Branch she strikes at the Seneca Lake and the richest part of the State of New-York.

The struggle for this noble river must be made by Baltimore. The essays of a gentleman whose name in this country has become almost the name of his honourable and enlightened profession, (and which were lately published in the Federal Gazette over the signature of B) point out the way.—Should it be found on accurate survey that a canal from Columbia to Baltimore can be easily made, there can be little doubt of the consequences. The circuitous route by the Swatara, Tulpehocken and Schuylkill, a distance of 140 miles, would be unable to stand the competition with one direct to a market and of one-third the distance. The pamphlet of Mr. Breck, whose imagination delights to revel in the sweets of the future Western Trade, may be read with delight by the Baltimorean; when he sees that all these deep streams of wealth can be made to flow to his own home.

The Potomac Company began to improve the navigation of the Potomac in 1784. They have expended from that time to the autumn of 1817, about *Six Hundred and Fifty Thousand Dollars.* They have constructed at the Great Falls, where the difference of level is *seventy-six feet nine inches*, a canal 6 feet deep, 25 feet wide, and 1200 yards long, having 5 locks and a basin. At the Little Falls, a Canal, same depth and width, *three thousand eight hundred and fourteen* yards long, with *four* locks, having a difference of level of 37 feet —At Harper's-ferry, one *seventeen hundred and sixty* yards long—difference of level *fifteen* feet. At Seneca Falls one *thirteen hundred and twenty* yards long—difference of level *seven* feet.—At House's Falls one *fifty* yards long—difference of level 3 feet—the three last being without locks.—They have also done much work on the bed of the river; removing masses of rock; making wing walls to collect the water; making cuts on its sides to draw the water to better channels; and erecting cradles or chutes to pass boats.—The aggregate amount of tolls received by the Company from the 1st of August, 1799, to 1st of August, 1817, a period of 22 years, is $162,379 95 cts. They never made but one dividend, viz: in 1803, when they divided $3,890 among the Stockholders; but have constantly applied the tolls, amounting to $158,489, to the river:—and they were in the beginning of 1818 in debt to the amount of $140,200; besides some claims which are contested, and which would probably raise their debts to $150.000.

The following will exhibit a fair statement of the value of the trade of that river. The years are selected about the time of the embargo and declaration of war.

Years.	Boats.	Flour.	Whiskey	Tobacco.	Iron	Other arti. produce	Sundry return goods.	TOTAL estimated value.
1800	295	16,584	84	25		$2,950	$7,851	$129.414
1806	203	19.079	459	5	20	3,553	4,991	86.790
1807	573	85,248	971	20	35	11,996	7,314	551,896
1810	568	40 757	1,080	13	191	5,703	———	318,237
1811	1300	118,222	3,768	27	200	6,810	6,000	925,095
1812	613	55,829	3,143	6	360	1,694	7,319	515,525
1816	550	35,918	1.774	29	419	9,291	6,371	357,661
1817	856	57.662	1.385	10	335	4,094	14,000	787,994

The estimated value of *all the produce and merchandise* which passed up or down the river *for seventeen years*, is $7,002,370, being an average of $411,900 yearly.

The trade of the Potomac, it would appear from these statements, is not great—nor has it increased as might be expected, from the money expended on its navigation.—The value of the trade *of the Schuylkill*, limited as it now is, amounts to between five and $600,000 annually—and the *freight* alone paid to wagons

from Philadelphia to Pittsburgh, is computed at $730,000 every year.

The small value of *return* goods in the above Table is worthy of particular note.—It would seem that the trade *ascending* the river is very trifling, not indeed more than a single wagon would carry in common broad-cloths.

In an official report of the Potomac Company, it appears that there is a difference of level between the upper point of improvement and tide water of eleven hundred and sixty feet.

In what view the Company consider the fact here reported, I am ignorant. Some ideas have suggested themselves, in considering this subject, which appear to be founded on philosophical principles, and to be of great assistance in enabling us to form a correct estimate of the capabilities of the Potomac.

If from the whole difference of level, 1160 feet, we subtract the difference of level provided for by locks at the Little Falls and the Great Falls, and which amounts to 113 feet 9 inches, there will remain a perpendicular fall of 1046 feet 3 inches, in the distance of about 217 miles,—being at the rate of 57.85 inches, or *fifty-eight inches nearly* in every mile. This great rapidity of current must be ever unfavourable to an ascending navigation.—The Kenhawa, a rapid river, has a descent from the Falls to the Ohio, distance 91 miles, of 101 feet, being a fraction more than 13 inches per mile. The Ohio at Pittsburgh, is supposed to be about the level of Lake Erie, which latter is 565 feet above tide-water at Albany. But, (as the estimate which will give the greatest fall to the Ohio) we take the report of the Secretary of the Treasury, who states that the river at Brownsville is *eight hundred and fifty* feet above the tide in the Chesapeake. Say then at Pittsburgh the Ohio is *eight hundred and thirty feet above tide-water in the Gulf of Mexico;* the distance between Pittsburgh and tide-water, *by the river*, being *two thousand two hundred miles*, it follows that it has a descent of *four inches fifty-two hundredths of an inch*, or *four and a half inches per mile.* The ascent of these rivers is, notwithstanding, tedious and laborious, and a comparison of the fall of the Mississippi and Ohio, *four and a half inches per mile*, with the fall of the Potomac, *fifty-eight inches per mile*, certainly leads to most unfavourable conclusions; particularly, when we consider the rocky and mountainous country through which the Potomac passes, and the great extremes to which it is subject;—being sometimes very low, and at others violently flooded, and perfectly wild and unmanageable.

The descent of the river Amazon was found by Condamine to be six inches and three-quarters per mile in a straight line, which, allowing for the winding of the river, would be about 4 inches per mile. Major Rennell, in his treatise on the Ganges, observes, that from Hurdwar to the sea, a distance of 1350 miles, the sur-

face of that river appears to be an uniform plane. A section of 60 miles was, however, taken with great care by order of Mr. Hastings, and the river found to have a descent of 9 inches per mile in a straight line; and when this was applied to the course and windings of the river, the result was that its current had an actual descent of 4 inches per mile. He observes also, that this small descent gave a current of rather less than 3 miles per hour in the dry, and between 5 and 6 miles in the wet season, and which, under particular circumstances was increased to 7 or 8 miles per hour.

The "Ohio Navigator" asserts, "that the current of the Monongahela moves at the rate of 2 miles per hour, when the river is low; and 3 or 4 miles per hour when it is swelled." The current of the Mississippi is said, on the same authority, to have a velocity of 3 or 4 miles per hour, and faster (but it does not state how much) when the rivers are in a state of flood.—It is probable, however, that it is similar to the Ganges in its general features; and it is not uninteresting to remark, how nearly the results of the scientifick examination of the Ganges, accord with the data we have assumed, and the descent per mile which they give, and the known velocity of the Ohio and Mississippi.

But on the other hand it would appear from these considerations that the Potomac is little else than a continued rapid; and when we consider the effect of a rapid stream upon the channel, especially in a rocky and mountainous country, we must acknowledge that the difficulties of making it a good navigation are very serious. It would seem to justify the expression of an enlightened advocate for the Potomac, "that it would be better to abandon at once the bed of the river, and construct a canal the whole way.

There is however a very practicable mode of uniting the waters of the Potomac with the Patapsco, and by continuing the boat navigation from George-town to Baltimore, to make the latter place the sea-port of the Potomac. A company has been chartered by the Legislature to make a canal from the Eastern Branch to Curtis's Creek, taking in, perhaps as feeders, the forks of the Patuxent, and passing by the Severn. The route has not yet been accurately surveyed, but by the concurring testimony of persons acquainted with the country, the scheme is very practicable, the length from the neighbourhood of Vans-Ville to Curtis's Creek between 25 and 30 miles, and great part of the ground extremely favourable. As the City of Washington is to be put in a hot-bed and *forced* by government; as the arsenals, storehouses, navy-yards, depositories, &c. &c. are to be there, it must surely be the policy of the general government to establish a direct communication of this sort with the head of the Chesapeake, and the route to Philadelphia, New-York, &c.—The subject is one of considerable interest, but we must be content with these hints for the present.

If, however, the navigation of the Potomac shall be further improved by the efforts which greater population, greater wealth, and greater resources may enable us hereafter to make, that river can be also united to Baltimore by another route. In order to shew that Baltimore possesses a means of water communication with the Ohio, and even with Pittsburgh, in half the distance, at half the expense, and possessing equal facility for transporting goods with the communication from Philadelphia as proposed by Mr. Breck, we give the following route.—It is derived from a gentleman who for many years has been engaged in different appointments relating to this particular subject, and who to general information unites an eminent geographical knowledge of this section of country. It is given in addition to what is said in page 19, on the proposed Canal to York, to shew that whenever a water communication is opened through the Alleghany, that it can be done from Baltimore on better terms than from Philadelphia. The distances are given from land routes and not from the windings of the waters, which it would appear by several items, is also Mr. Breck's computation, though he does not expressly say so.

From Baltimore to Potomac, through the Eastern Branch Canal, and thence up the Potomac;

or,

	Miles.
From Baltimore to near Elkridge landing or Ellicott's Mills,	10
Thence across to the Monocacy by Bennett's Creek, taking the Patuxent branches as feeders, ...	30
Down Monocacy to Potomac, ...	10
Up Potomac to Head-waters of ditto, . . .	140
Across to Cheat River, using the Big and Little Youghiogeny Branches, *which intervene* as feeders, . .	15
Down Cheat River to Monongahela, ...	30
Down Monongahela to Brown's-ville, ...	20
	255

From Cheat River there is at present a portage of only 37 miles to the Potomac. From Cumberland it is only 40 miles by the national road to Smythfield or the Big Crossings of Youghiogeny—whose navigation is interrupted only by the Falls which it makes in breaking through Laurel Ridge. Mr. Latrobe who visited them, is of opinion they may be overcome by a Canal; and persons of the neighbourhood have stated the expense at $100,000.

These speculations may serve to amuse for the present, and to familiarise the public mind to the system of canaling, until we acquire strength and wealth enough to meet the great difficulty and expense.

It remains now only to notice the route of communication proposed by the Board of Publick Works to the Legislature of Virginia, in their Annual Report of 1817. The full and minute detail there presented, from actual surveys, by the principal Engineer, affords strong grounds for asserting, that it is the most unfavourable route of any that have been proposed. From Richmond the James River is ascended to the mouth of Looney's Creek near Beal's Bridge in Botetourt County, a distance of 220 miles.—On this part of the river the James River Company have spent (to Jan. 1816) the sum of $374,290. From Looney's Creek the route passes up the James River and up Jackson's River to the mouth of Dunlap Creek, a distance of 60 miles, on which no improvements have been made; which are rapid and turbulent streams, flowing among mountains, over beds of rock and gravel. From Dunlap Creek there must be a portage or road, over the Alleghany, of 100 miles, to the Great Falls of Kenhaway; and thence down the Kenhaway 91 miles to the Ohio. The whole distance from Richmond to the Ohio will thus be 471 miles—100 of which must be land-carriage over the mountains, on a road not yet constructed. That the James River will continue to afford increasing nourishment to Richmond and the State of Virginia, there is no doubt; but it never can become the channel of the Western Country.

From this view of the proposed water communications with the Western Country, it will be seen that the difficulties to be encountered are very serious. It is very easy to trace on the map the course of rivers to their head-waters, and lay down a portage of a few miles—but when those rivers are to be made so that a boat can ascend with perfect ease, then it is that the labour commences.—The full benefits of canal navigation cannot be enjoyed unless boats pass either way in slack water, and have a good towing path at the side. Whoever considers the great descent of the rivers which flow Eastwardly, from the Alleghany, their frequent and high floods, the rocks and broken nature of their beds, the violence of the current when swelled, and the force of the drift-ice in the spring, will perceive that these mighty waters are not to be bridled and mastered but by immense labour, large expense, and the most determined perseverance.

10*th Prop.* Yet, however unfavourable may be the prospect of carrying into operation at the present time any great system of canal communication, these last and best improvements in the face of a country should be always kept in view. In the progressive improvement of a country roads must precede canals.—We have not yet done with roads, as is proved by the imperfect state of those works sufficiently. The great difficulties on that head are, however, overcome—they now only require attention and a little exertion.

Whether the Susquehanna is made the medium of communication with the Western Country or not, the commerce of that country is of vast importance.—From the report of the commissioners appointed in 1817 to examine the river, it would seem that its obstructions to boat navigation principally occur between Columbia and Havre-de-Grace.—If (as Mr. Latrobe, the commissioners and others think) it is impracticable to make a safe navigation between those places by the river, there remains but the choice of a turnpike road, or a canal across the country from Baltimore to the mouth of Cadorus. The road is already finished, and it remains to be seen whether the canal is practicable.—If it is practicable there can be no doubt of its immense utility to Baltimore.

The communication with the Potomac should be kept in view. In the increasing state of our country, the navigation of these rivers will increase, and whatever changes may hereafter be made upon them, we stand ready to claim from them those advantages which nature has granted to us; but which she has granted only upon the conditions which she annexes to every good and precious gift, namely, that it is the reward of labour and enterprise, and earned by "the sweat of our brow."

Prop. 11*th.* In arranging the future projects of improvement, which time may hereafter develop, under one of these three classes; namely, the Susquehanna, a road over the mountains, and the Potomac, we mean only to make a general classification. The importance of the Susquehanna is not sufficiently understood.—It reaches the Genessee country and the centre of New-York by the Seneca Lake, and it *taps* every line of communication in Pennsylvania. A good boat navigation to Columbia, would in fact *make Baltimore instead of Philadelphia, the capital of Pennsylvania.*—Some great measures should be taken to relieve this noble river; and, as she has with coyness set a price upon her favours, to endeavour to pay it, under the certain conviction that ten-fold will be returned us.

The *Cross-Cut Canal* from French-Town to New-Castle seems not to belong to either of the above classes.—When it was first projected many persons of good judgment thought that it would be injurious to the interests of Baltimore; that much of the produce of the upper shores of the Chesapeake would pass through it to the Brandy-Wine Mills and to Philadelphia. Whether their apprehensions would be realised must still be matter of opinion:—but there certainly appear to be very strong reasons for supposing that it would not be prejudicial, but highly beneficial to Baltimore. The vessels which navigate the Chesapeake, bringing the productions of the Eastern and Western Shore to Baltimore, can now go round to Philadelphia with great ease, and they would do it if *Philadelphia was really so golden a market.*—In fact most of the productions of the lower part of the Chesapeake do at present go round to Philadelphia or New-York (principally the lat-

ter) according to the report of the state of the market or the fancy of the owner.—It is impossible to prevent this ; nor is it of any great moment to do it.—Checks and restraints, tending to throw it by force into any particular channel, are injurious to the whole system of commerce. It must be diverted gently ; and like the irrigation of a green meadow it ought to be generally diffused—the richest spots will then be most luxuriant.

Unrivalled as we shall be in our road to the Western Country, should we not studiously improve our communications to the Eastward and Southward? If it is our aim to divert the trade of the interiour from Philadelphia to Baltimore, should we not make the communication between those two places as simple and cheap as possible ? Certainly every view of the subject will lead us to answer in the affirmative.—The ease of conveyance by steam-boats already has brought many traders, whose destination was Philadelphia or New-York, through Baltimore. Having made their purchases, they transport them from the former places, directly to the West. When the heavy groceries were supplied by land carriage as they were until the last two years, the price of freight made it an object to save the additional land carriage from Philadelphia, and they were often shipped to Baltimore to be wagoned to the westward.—The trader who came to Baltimore to attend to the transportation, and remained a few days, always found something to please him in our market and added it to his stock. But the supply of these groceries has very much diminished within two years in consequence of the steam-boats on the Mississippi. The trader's purchases, therefore, consisting more of light goods, he disregards the freight, and putting them in a wagon direct for Pittsburg, hastens after them himself, and we see no more of him.

But let us attend to the evident effects of the Canal. If it were made wide enough to admit the same boat which came down the Delaware, to pass through and come on to Baltimore, there is no doubt but that every package of merchandise destined at Philadelphia for the Western Country, would come to Baltimore, to be put in wagons there. For the saving of wagon transport, would be about one-third at least of the charge on a wagon load, whatever that might be. The freight from Philadelphia to Baltimore could not be more than $5, (a large allowance) per wagon load of 40 cwt.—and if we say that this load is taken to Pittsburg from Philadelphia for $8 per cwt., and from Baltimore for $5, there would be a saving of $115 on each wagon load—and if the wagon freight were reduced to $3 from Philadelphia and $2 from Baltimore, the cost on each wagon load would be $85 from the latter and $120 from the former.—Of course the wagons would all come to Baltimore for their freight : the produce they bring with them would be sold in the Baltimore market; a proportionate quantity of goods purchased ; and the bu-

siness thus created cause a demand for warehouses, labourers, dwellings and all kinds of property.

If these ideas are correct, (and they were first suggested by a gentleman, whose character and experience are alone a sufficient sanction to any view he may take) the completion of the Cross-Cut would be a great benefit to Baltimore. One of the great advantages of her *position*, as a principal point of communication with the Western Country, is her facility of intercourse with other Atlantick ports—the more, therefore, we encrease this facility, the more strong will be its argument in our favour If the goods purchased to the Eastward are brought to Baltimore to begin their transport, (as they must be if we do right) it will soon follow that the shipments from Europe will be made directly to the Chesapeake, and the trade settle there.

THERE are no means of ascertaining with precision the amount of the trade of the Western Country.—The following items are thrown together, as leading to an approximation, however remote, of the value of the trade from Philadelphia to Pittsburg only.

A computation has been made in Philadelphia that ten wagons on an average, leave that place for Pittsburg every day, loaded with an average freight of $200.—This gives for the annual amount of freight $730,000. If we take $8 to be the average price of freight, (which their writers state it is) then 8)730 000(will give 91.250 *cwt.* as the quantity carried.—It is difficult to fix an average value to this merchandise, but by attending to the facts and calculations in page 13, it will appear to be a low estimate if we value it at $200 per cwt. round.—Then 91,250 cwt. at $200, will give a gross amount of $18,250,000—the value of merchandise wagoned out every year from Philadelphia to Pittsburg.

If this calculation, from data furnished at Philadelphia, surprise us by the greatness of its amouut, let us try how it will agree with one from data entirely different, furnished from Pittsburg.—Henry Montgomery, keeper of the turnpike gate at Chesnut Ridge, between Stoy's-Town and Greensburgh, made an official return from which it appears that there passed through his gate during the year ending May, 1818, among other things 281 four-horse, 2412 five-horse, and 2698 six-horse teams.

In order to make every allowance, we throw out the four horse teams entirely, and to allow for wagons returning Eastwardly, we will take only half the number of the five and six horse teams. This will give 2.555 teams, which on a moderate calculation must carry an average of 35 *cwt.*—The wagons therefore going Westwardly carry 89,425 *cwt.*—which at an average of $200

per cwt. gives the value of merchandise transported to Pitsburg, 17,885,000 dollars!!

If the near approximation of the latter to the former calculation excites some surprise, it must not be forgotten that they are from data entirely different--the one from Philadelphia, the other from an actual account of wagons on the road near Pittsburgh.--The only assumption in the calculation is the value per *cwt.* of the merchandise,--which is taken at an average of $200. If it should be further reduced, and the average value supposed to float between $200 and $150 per *cwt.* then the gross value of merchandise transported from Philadelphia to Pittsburg, will be somewhere between THIRTEEN AND A HALF MILLIONS and EIGHTEEN MILLIONS OF DOLLARS ANNUALLY!!!

But however uncertain may be our calculations of the precise amount of this trade, one thing is certain that the intercourse is of vast importance. If we have failed in shewing how easy it will be for Baltimore to take possession of it, the fault is in the advocate and not in the cause. It is only necessary to travel on the Pittsburgh road to form an idea of the great intercourse which passes constantly on it.—Through the turnpike-gate on the Chesnut Ridge there passed in the year ending last May, 39,600 horses, and this is only one of two passes over the mountains in that neighbourhood. In the month of October last there passed through the gate near Bedford, 4419 souls going Westwardly, and 2979 souls coming Eastwardly. A gentleman living on the great road near Pittsburgh in the year 1813, counted the number of *foreign wagons*, laden with merchandise, &c. which were seen to pass his farm during the year—they amounted to 4,055.

This intercourse must increase by the mere operation of increasing population, wealth, and greatness of those trans-montane regions.—What is found in the establishment of steam-boats will be the case here, and *every increased facility of communication* will increase the number of those that travel.—The turnpike being completed from Baltimore to Wheeling, even fashion and luxury will dissipate the sultry season in excursions to the cool and invigorating air of the mountains, or the rich and picturesque banks of the Ohio.—In the earliest mythologies the Goddess of Health is said to dwell on the mountain; and the practice of Europe, where invalids flock from all countries to the Swiss Alps, will be imitated here by resorting to the Alleghany.—It is very certain that many now preserved in happy age, and many a youthful cheek now beaming with health, owe their restoration to the Western mountain air. It is indeed consoling to think, that an improved communication will render the resort more general, and many a victim snatched from that black list of *consumption*, which swells the bills of mortality of the Atlantick Cities.

To conclude :—It remains for the people of the Counties of Baltimore, Anne-Arundel, Frederick, Washington and Alleghany, in particular, to be active and zealous in promoting the route and the establishments we have pointed out; which will bring to their doors a market for every production of their farms, and give an increased value to their lands.—For the City of Baltimore it is absolutely necessary to attend to it,—as a matter involving her dearest interests, as a question of continued prosperity or gradual decline, and a case almost of life or death.—The State of Maryland has a vast interest in gaining the Western trade, which will make her agriculture as well as her commerce flourish; which will diffuse its benefits far and wide; which will increase the sources of taxation by which her finances will become greatly prosperous; and which will accumulate that wealth, which *alone sustained her sinking treasury during the late war.*

Finally, political considerations of the greatest weight, make this route *(as the shortest and the best to the Western Country)* of infinite importance to the Union.—The day which connects the Western waters with the Atlantic by an easy and uninterrupted canal navigation, puts a seal to the bond of union which these States will never break.—While present circumstances procrastinate that period, we have shewn that a great high road, kept up with sedulous care and on expanded principles, will answer every purpose.

On the other hand, the moment that the Western States turn their communications wholly to New-Orleans, and abandon the Atlantic cities—from that moment, the bolts and braces of our CONFEDERATION are withdrawn, its ties and fastenings loosened, and in all human probability it will founder and go to pieces in the first heavy gale.

NOTE.

We have not dwelt as forcibly as we might have done on the great advantages of *position* enjoyed by Brownsville and Wheeling.—While it is a distance of 300 miles from Philadelphia to Pittsburgh, it is only 200 miles from Baltimore to Brownsville, and 252 miles to Wheeling. The latter place is asserted to be the head of navigation, *at all times practicable* on the Ohio, (see Mr. Clay's speech on Internal Improvement); while boats are frequently delayed at Pittsburg (which is by the river 96 miles above Wheeling) waiting for a rise of the water before they can proceed.—This very year, an instance of this delay occurred—on the 9th and 10th of September there was a partial rise of the Monongahela, which enabled the few boats that were then loaded, to get off—but for a long time afterwards the Pittsburgh papers were regretting the delay of quantities of merchandize DETAINED THERE, because there was not sufficient water in the river for the boats.

The estimate of the value of the trade from Philadelphia to Pittsburgh, is given merely as an attempt to supply the want of official documents.—The data being given, it is left for each one to form his own opinion of the result.—There are, however, many facts which seem all to prove that the gross amount of this trade, is much greater than we should be inclined to believe on first view. Take for instance the following extracts from a general memorial of the inhabitants of Cincinnati in September, 1816, and signed by Messrs. Baum, Drake, Este, Burnet, Hunt, Torrence and Taylor, on behalf of the Town.

"Our imports from Philadelphia, Baltimore and New-York, are "much greater than from New-Orleans. In Cincinnati alone there "are one hundred stores of European goods; several of which are "engaged in a wholesale business, with the merchants of the adjoin-"ing country, in Kentucky, Indiana, and Ohio.—In *that part of the* "*latter State*, which is termed the Miami Country, and of which "Cincinnati is the entrepôt, there are by estimate as many stores as "in the town.—To supply *these two hundred shops*, merchandise to "the amount of *at least two millions of dollars is annually imported* "*from the Atlantic Cities!*"